

TUESDAY, DECEMBER 17, 1918

The Three Decades Of Opportunity

FIRST DECADE, YOUTH, FROM 20 TO 30.

In the First Decade the Wise Young Man Lays the Foundation of His Business Life—The First Stone He Should Incorporate in the Foundation Is a Definite Desire for a Definite Big Job.

By Joseph French Johnson

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(Dean School of Commerce, New York University; President Alexander Hamilton Institute; Author, "Business and the Man.")

THE three decades of opportunity, the three periods of a man's life in which elusive success is pursued, caught and held fast, may be compared fitly to the evolution of a house.

In the second decade of his career, between thirty and forty, he erects the superstructure. Between forty and fifty—and many years longer, if he is a real success—he lives in and uses the edifice of achievement which he has raised stone by stone, timber by timber.

What are some of the stones which he should incorporate—and which he should reject—in shaping the foundation of his career during the first ten years of it? In my judgment the first and most important acquisition for the young man who wants to succeed is a vision, a clear, sharp, detailed impression of what he wants to be, where he wants to go. He must not vaguely desire success. He must have a definite desire for a definite big job, and if he can't "see" his job at once, let him experiment till he finds it.

It is nothing against a young man between twenty and thirty that he changes his line of work once or even several times, provided the reason for the change is not a silly grudge or grudge but rather an honest endeavor to find the sort of work which most appeals to him, in which he can find complete self-expression.

But after the young seeker for success has made several casts and finally caught his hook in the particular branch of business or industry which calls out the best in him—then let him cultivate stick-to-it-iveness. He must not be diverted from his real work by disagreeable features in its environment. For instance, many a young man imagines his boss has a grudge against him. In most instances this is sheer imagination, but even if it is not, the thing to do is to hang on to the job and by sheer efficiency and energy beat down any possible prejudice.

Dominant your environment, young man, do not be dominated by it. Difficulties, rebuffs, disappointments, hard work, long hours, criticism when you expect praise, team mates who set a pace too fast for you and who make you or be your undoing. There are two lines from Rudyard Kipling's "If" which ought to be chiseled in the mind of every young man—and young woman, too—

"And hold on when there is nothing in you
Except the Will which says to you
'Hold on!'"

Of course, sticking to it does not mean sticking in a rut, the viscous quality of which holds fast and down too many men. It is obvious that the worker between twenty and thirty must know his own job. But that is not enough. He ought to study the job of the fellows who work beside him, the jobs of the fellows just ahead of him. I do not mean that he should play petty office politics and scheming to capture these jobs from their holders. But there are always likely to be changes in every business; men are ill and go away, they take service with a competitor, as the business develops they are transferred to other fields. Then the line of other workers must be moved along, "higher up" positions must be filled. And the young man who has practiced preparedness, who has studied the business intelligently and learned how to do work outside his specific duties, is the young man who meets with favorable consideration when promotions are in order.

The reason why many young men stand still—and, of course, standing still between twenty and thirty becomes equivalent to retrogression—is because they neglect self-development. They seem quite satisfied with life if only they have a job which yields them what they consider a decent livelihood. After school days are over they strive for no further mental development, but are content to devote what leisure they have to social pleasures, sports and amusements of various kinds. They like to feel certain that their job is secure. They may grumble now and then because their salary is not raised, for their family expenses increase as time goes on, but they give no thought to self-improvement or to plans for bettering their lot. Such men lack ambition. They bear a very close resemblance to animals of the field; they have a definite number of wants and are fairly content when those wants are gratified.

I am tempted to say that a good salary for a young man is a handicap rather than a help. He is likely to become too contented, without the spur of a restricted income to prick the sides of his intent. And it is certainly true that most of the positions paying good salaries to men in the early or middle twenties are more or less of a "dead-end" character. There is much truth in the homely old ad-

WASN'T A DONATION.

REFERENCE having been made to the high cost of living, this incident was contributed by

Congressman Sherman E. Burroughs of New Hampshire:

A woman went into a butcher shop and asked for two pounds of a certain kind of meat. Immediately the butcher started to oblige, and the customer watched him as he cut, sawed and chopped.

"Just a moment," finally interposed the customer, as the meat was being placed on the scales. "You are—"

"What's the trouble?" quickly interjected the butcher. "This is the kind you wanted, isn't it?"

"Yes," answered the woman, "but you are giving me too much bone."

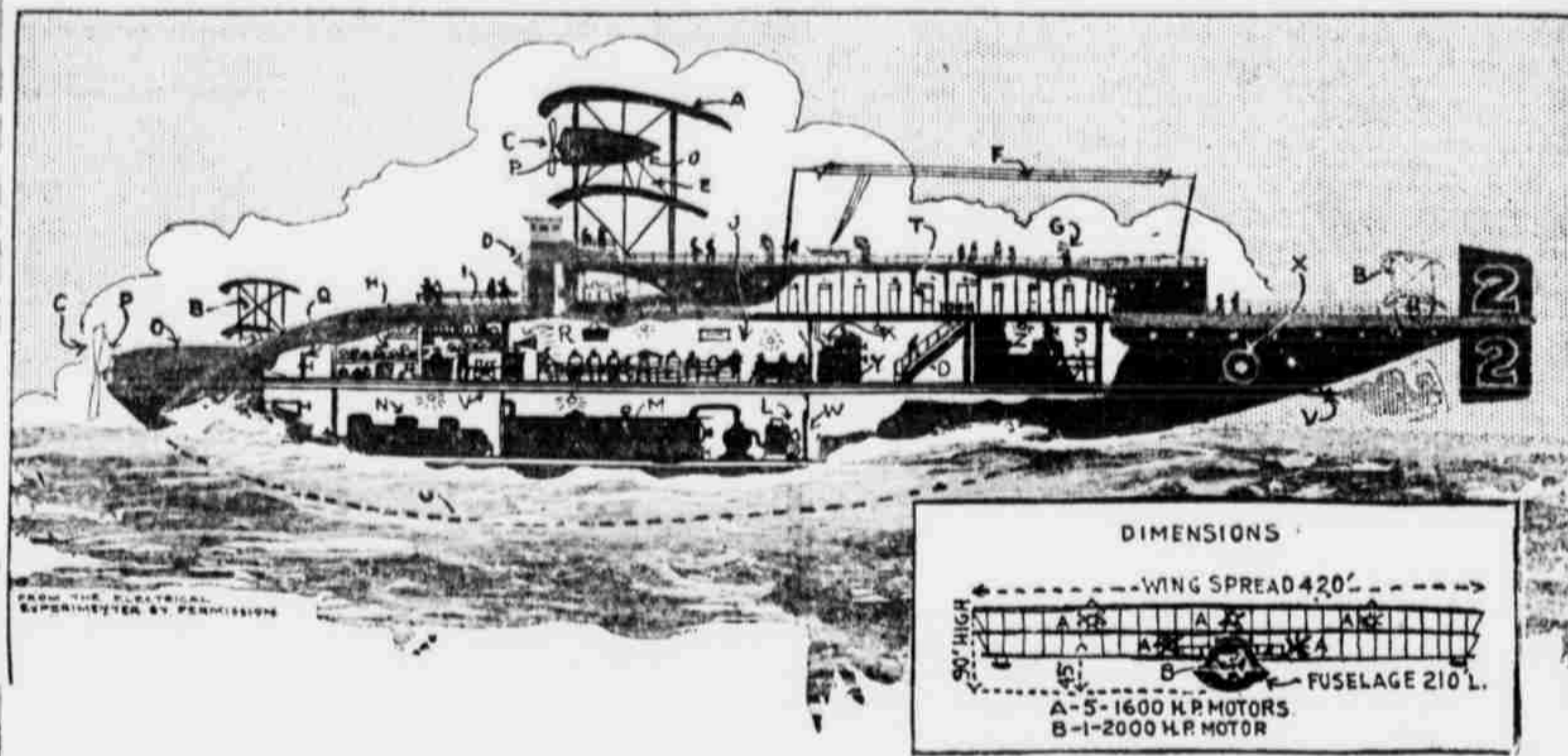
"Oh, so, I'm not," returned the butcher, denying what he thought was a charge of generosity. "You're paying for it."—Philadelphia Telegraph.

The Evening World Daily Magazine

A 10,000 H. P. "Ocean Liner" of the Air

PLANNED FOR THE DAYS, SOON TO COME, WHEN TRANSATLANTIC FLYING WILL BE AN ACCOMPLISHED FACT, AND PASSENGER SERVICE A REAL POSSIBILITY.

The key to this picture of the giant transatlantic passenger airplane will be found in the accompanying article.



Three Planes With a Wing Spread of 420 Feet, Six Huge Motors of 10,000 Total Horse-Power, Accommodations for 85 Passengers and a Crew of 15 Incorporated in the Design for This Proposed "Ocean Liner" Planned to Fly From New York to London, a Total Distance of 3,456 Miles Over the Selected Route, in 31 Hours.

FROM a small beginning in the days when men looked on in half scorn and contempt, the aeroplane has steadily, and with leaps and bounds, pushed itself forward as one of the greatest factors of modern life and business. It has steadily refused to be held within confined limits, but has leaped all boundaries and, passing a new phase of its development daily, has opened up new and unimagined possibilities as to what its future will bring.

Close upon the heels of the battle planes and bomb carriers came the mail planes that have been in service for months past, then men began to talk of a flight across the ocean, and almost in the same breath plans were forthcoming. But not as a mere flight undertaken in the light of an experiment, they went beyond that and developed plans for a machine intended to cross the Atlantic in a business capacity, carrying enough passengers to make it a profitable commercial enterprise.

The details of this ship are de-

scribed in the December Electrical Experimenter, and are, to say the least, gigantic in their proportions and fantastic in their conception. There will be a dining room, state rooms and other accommodations for the convenience of the passengers in the hull, which will be supported by three planes with a 420-foot wing spread. It will be powered with six motors of 1,600 horsepower each, save the central motor, which is of 2,000 horsepower, or, in all, 10,000 horsepower. The hull, containing the passenger compartments, is built on a streamlined basis, resembling that of a sulphur bottomed whale, and is arranged to accommodate eighty-five people besides a crew of fifteen men, a total of 100 persons, allowing 700 pounds for supplies and fuel for the eighteen-hour run.

The cut which accompanies this article shows a cross section of the aerial liner, and the key letters correspond to the following descriptions: Cross section of the 10,000 H. P. Transatlantic Airplane. From stem to stern: A, main planes; B, fore and aft stabilizing planes; C, four-bladed

propellers; D, stairways; E, braces, strussing and stays; F, aerial for wireless apparatus; G, ventilating system; H, baggage compartment; I, kitchenette, with muffler stove heated by exhaust from motors; J, combined lounging and dining room, also used as main cabin and saloon; K, forward water ballast tank; L, rear water ballast tank. As the fuel is consumed from Tank M, the water from Tank Z is transferred to Tanks K, to preserve a state of longitudinal equilibrium; L, compressed air pump and reservoir for use in forcing fuel to all motors under pressure; M, petrol fuel tanks; N, lubricating oil containers; O, motors in armored nacelles; P, radiators of motors; Q, fuel supply lines with stopcocks; R, graphophone or music box; S, drinking water tanks; T, staterooms; U, hull; V, main exhaust for all motors; W, partitions of light fibre-wood composition; X, insignia or flag of country under which plane is flying; Y, master carburetor and ignition system to insure synchronized action of motors and a proper and constant mixture of the explosive agent at all times.

The proposed course will be from New York City to Newfoundland, where a landing will be made to take on the last needed supplies, then a straightaway for Ireland, where the final landing will be made at Queens-town.

The following is an extract from the article which describes the proposed trip. Possibly it reads like an idle fancy, but if one looks back and remembers the rapid development of the air machine he can well believe that such an advertisement might become a familiar sight, and that not many years hence:

TRANSATLANTIC AERIAL TIME TABLE

Leave Battery Park, N. Y. City, 7 A. M.
Arrive at Newfoundland.....5:20 P. M.
Leave Newfoundland.....5:40 P. M.
Arrive at Queens-town.....11:40 A. M.
Leave Queens-town.....12 Noon
Arrive at London.....3:45 P. M.
Mileage.....3,456 Miles
Time of Trip.....31 Hours
Aerial liners Elberic, Wave Crest, Silver Lining. Accommodations limited to 85 passengers. Baggage—maximum 20 pounds. Animals not conveyed. Trunks and effects forwarded by fast steamship service to destination.

New York Society Notes

The Above Head May Not Suggest a Solution to the High Cost of Living, but the Paragraphs Below Have a More Pertinent Bearing on That Ever Popular Pastime, as You'll Discover When You Read Them—The War Has Turned the World Upside Down, Which May Explain Why the Underworld Is on Top Now—A New "Who's Who" May Be Published Now in a Black and White Striped Cover—Read On.

BY ARTHUR ("BUGS") BAER

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CHARMING feature of metropolitan social life is the epidemic of crime wavelets which are inundating the works. No urban evening is complete unless some member of our leading families is leading a cop by three leaps. Full dress for the winter season consists of a red undershirt and an axe.

ALL over the works and suburbs our cotillion leaders are hiring taxicabs and robbing banks. They have to rob the bank in order to pay the taxi driver.

THE Van Butters entertained at their town house last evening. The guests climbed the porch and were announced by the butler as they soft-stepped their way into the second-story windows. For complete list of fashionable assemblage consult nearest police blotter.

THE annual midwinter hop of the Sixth Avenue Sleigh Riders' Association will be held on the Newark mud flats to-morrow evening. There will be more hop than midwinter. Tickets, one berry, including ball and alibis.

THE Tuesday Bullshevik Club held their December dip just inside the Tombs last evening. The dipping was very good, although the event was marred when the host discovered the guest of

honor trying to stretch an octave on the Warden's dollar watch.

CENTRAL OFFICE men accused Jack Zapp of leading the cotillon at the opening of the Jazz-bush National Bank last evening. This was a novel affair, invitations being engraved over skulls with lead pipes. The favors consisted of bonbons loaded with T. N. T. and nitro-glycerine. The bank vault was kicked for a goal when a guest carelessly dropped a bonbon near the combination. The guests were driven away from the festive affair in the municipal limousine.

THE Van Stupids and the Gazoop-Smiths have renewed their ancient feud, which at one time threatened to wreck the Bertillon system. It seems that Patricia Van Stupid originated the quaint custom of wearing Colonial mittens during informal afternoon assassinations. Patricia attended all of the most prominent society ballyhooes for years and never left a fingerprint for the bulls to work on. Gus Gazoop-Smith, the boob who pulled the famous faux-pas of ordering his Japanese chauffeur to wait outside the Tombs for thirty days, met Patricia's grandfather working his side of 42d Street and promptly kicked the old man for a row of adobe butts. The old bird hauled off and knocked Gus for a row of Bulgarian garages. Fortunately, Gus is an old college cellmate of Patricia's uncle, and thrives very well on municipal cooking. Both Gus and the old man will take their air filtered through two-inch iron bars for the next sixty evenings.

TUESDAY, DECEMBER 17, 1918

Husbands and Wives We Know

By Nixola Greeley-Smith

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No. X.—THE INTELLECTUALS

W HEN Clemenceau, the Tiger of France, returned many years ago to his native land after a period of exile in New York, he summed up his impressions of us by saying: "America has no good coffee and no general ideas."



NIXOLA GREELEY-SMITH

Since that time, the coffee percolator, in its own slow penetration from seaboard to seaboard, has freed us from one, at least, of these aspersions. And surely the fact that M. Clemenceau and others lately found us so ready to die for quite the most general of general ideas, that of a universal democracy, must wash us clean of the other. Yet when M. Clemenceau spoke that memorable phrase, it was quite true. That it is not true to-day is due almost entirely to the genius of one man, Woodrow Wilson, and not at all to the self-conscious and lumbering performances of those arch comedians sometime referred to in the New Republic as the American "Intelligenzia."

What are our intelligenzia? Who are they? Who elected them? And why? The answer is easy—they elected themselves. Pourquoi pas?

Napoleon at his coronation took the crown from the Pope and placed it upon his own head. If you will think of the names attached to our most ponderous magazine articles, written apparently in photographic dark rooms where no fatal ray of light is ever permitted to penetrate, you will be able to identify the self-anointed sovereigns of American public opinion. But even then you won't be able to reconstruct them from the text, and at any rate you don't know their wives.

Meet, then, Mr. and Mrs. Cuthbert Dullfellow; she was a Miss Yearner. But, of course, you know of her great work for woman defectives before that rising young sociologist met and married her while lecturing in Minneapolis on "The Constructive Attitude Toward Capital and Labor" (represented always as "Heavenly Twins," parted only by a little family tiff which model tenements and a few more factory windows must certainly settle). She was the eldest Miss Yearner, you know, and, notwithstanding "Popper's" millions accumulated in the wholesale meat business, was not so much sought as her huskier sisters by the rising automobile manufacturers and reform candidates for District Attorney who might have been regarded as the logical aspirants for her hand. Miss Yearner was dangerously near thirty when Cuthbert Dullfellow appeared on the horizon, bringing with him two glorious possibilities: One, getting away from Minneapolis and her great work for woman defectives; two, getting to New York and the opportunity to choose a brand new lam from the thousand-and-one varieties always waiting to be warmed over in the community kitchen of reform.

And so they were married. "Popper" Yearner came down handsomely. The Dullfellow took a duplex apartment east of the Park and Cuthbert was free to give up the job on a New York paper on which his hold always had been rather tenuous and write his great book, unhampered by base materialistic worries about the butcher, the grocer and the rent. In due time the novel appeared, creating a little furor among the critics, for did it not portray truly the life and thoughts of a representative young man? Covering a period of twenty years in the man's life, it contained perhaps ten pages altogether about his courtship, marriage, adjustment to marital conditions and the birth of

its execution—without a parallel, for the same period of time, in the history of the world's navies," says Admiral Griffin.

A birdseye view of the bureau's activities may be obtained from the fact that the navy is operating 570 regular navy vessels, 93 coast guard, lighthouse and kindred ships, 937 converted merchant craft, and 247 vessels for army and navy transportation. There are under construction at navy yards 376 combatant and auxiliary vessels and 62 tugs. The navy has about 210 radio stations.

Admiral Griffin reveals that 8 anti-submarine devices were developed during the war, and that radio, telegraph and telephone apparatus for communication with airplanes have been remarkably developed.

Touching on oil land development, the report makes this significant comment on the California reserve: "Development of the naval reserve land has progressed so rapidly in the past few years that unless legislation is passed shortly the entire reserve must be commandeered."

SOME SENTENCE, THIS. SCOUT MASTER GLEN LUKENS last Friday evening took ten of his scouts out for a hike, and all being equipped with cats and blankets, they sought a shady nook along the Minnesota River in Renville County, and after a few quiet hours spent exchanging ghost stories the braves proceeded to lay them down to peaceful slumbers, but between mosquitoes and spooky noises, with a capturing of a coon thrown in, the morning sun found a bunch of sleepless, wearied boys whom it took two days and two nights to recover their composure, but they are going again soon, so never mind.—Redwood Falls Sun.

U. S. Holds Record for Destroyers

THE United States Navy leads the world in destroyers, built or building.

This information Rear Admiral Griffin gave the country to-day in his annual report, recording achievements of the past year.

Most of the report is technical, but its substance is a story of success in big things. With about 275 destroyers building, Admiral Griffin has this to say of the destroyer standing: "In ships built and building, the United States has now a larger force of destroyers than that of any other navy."

"This increase has not been gradual, but has been attained by giant strides within a year. The difficulties encountered in such unprecedented progress have no parallel in warship construction anywhere at any time."

When the last 150 destroyers were ordered, a 25-knot speed was contemplated, but before contracts were let it was decided the speed should be 35 knots. This meant doubling the number of boilers and increasing the amount of forgings. Makers of the latter were far from keen to handle the work, but the tasks were undertaken, even though an unprecedented amount of work already was under way.

Actual expenditures of the bureau for the fiscal year 1917 were estimated at \$49,538,000, whereas the fiscal year 1918 expenditures were \$53,742,767. This represented more than three-quarters of a million dollars expenditure per day.

"Since the United States became a belligerent, the magnitude of the engineering work of the navy, both mechanical and electrical, has been not only in its actual amount but in the rapid development of facilities for